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PACIFIC FRUIT EXPRESS COMPANY

November News Letter

San Francisco, November 28, 1958

P.F.E. Loadings

	1958			1957		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
October	27,551	2,642	30,193	30,844	1,994	32,838
January-Oct.	272,260	27,596	299,856	281,980	24,745	306,725

Car Situation

On line car supply and returning empty tide are more than ample to protect probable requirements during next six to eight weeks. While PFE cars unloading throughout the East are being offered to foreign lines for general loading, there are but few railroads in need of refrigerator car help at this time. Canadian National is retaining PFE cars releasing from unloads at Toronto and Montreal, B&O recently obtained 125 PFE's at eastern terminals, and several other roads are utilizing a few cars from time to time. Heavy diversions away from Union Pacific Overland Route and towards El Paso are under way in order further to augment supplies in Southwest well in advance of heavy lettuce loading from Imperial Valley and Arizona. Fan equipped foreign cars developing from unloads on Southern Pacific and short lines in California and Oregon are being loaded in common with PFE cars in order to avoid long homeward empty haul by both SP and UP. While this handling is beneficial to our owning lines, it results in idle PFE car days and reduced earnings. Therefore, it is important that we avail ourselves of every opportunity to find occupation for PFE cars in foreign line service.

Crop Conditions

Along Union Pacific -

Utah-Idaho District: Harvest of late potatoes in Idaho was completed during first week in November and the crop is now under cover. There have been no reports of any frost damage and the storage crop is at least average in size and quality. Shipping has settled down to a good steady movement and should continue in volume consistent with marketing conditions. Because of the demand for new supplies, Idaho apples have been moving heavily by truck until recently. With dealers now well supplied, rail movement should be in better volume during remainder of season.

Northwest District: Movement of apples and pears has been less than last year and will continue so during November due to smaller crops in

Hood River and Yakima Districts. The large eastern apple production also has a bearing on the lighter movement from the Northwest. Canned goods and beer loading also is running below last year due to a greater utilization of box and D/F equipment. Frozen foods and miscellaneous items will continue in normal seasonal volume.

Eastern District: Vegetable loading from Colorado has been completed except for a few straggling shipments of root stock. A few cars of western Nebraska potatoes are moving into washers and storages. Shipping to markets appears to be moving all by truck. Packinghouse products and miscellaneous commodities are moving well and should continue in present volume through the remainder of the month.

Along Southern Pacific -

Oregon: As of November 1st there were about 2,100 carloads of Medford pears in storage. Bartletts are moving to markets in good volume which should be maintained until supplies are exhausted about the end of November. Movement thereafter will consist of the winter varieties, principally Anjous and Bosc, for the Holiday trade. In Klamath Basin, the potato harvest is completed with bulk of the crop in storages. Rail movement is proportionately greater than last season due to new incentive freight rates that were placed in effect in April. Frozen foods and miscellaneous commodities are moving from Willamette Valley at the normal seasonal rate. However, canned goods are running under last year due to a greater use being made of box and D/F cars.

Northern California: With the exception of Emperors, northern California grape harvest and loading closed a successful season with total shipments well above those of last year. However, truck shipping, too, was much heavier than a year ago. Continued mild weather throughout central California retarded the coloring up of Emperors through first half of November and harvesting and storing was held back accordingly with shippers preferring to gamble on the weather rather than pick and store poorly colored fruit. Consequently, shipping of the mature grapes was close to last year's movement which with a smaller crop resulted in an early clean-up of fresh stock. Tomato harvest ended by the middle of the month after an unusual season which saw hot October weather advancing maturity so rapidly that a large portion of the shipping crop had to be diverted to canneries. In Salinas District lettuce season ended with October, and loadings since November 1st have been of the usual varieties of fall vegetables such as celery, carrots, broccoli, and cauliflower. Movement is in normal seasonal volume. Canned goods loading from San Jose, East Bay, Stockton, and Sacramento is picking up slowly with volume far below last year due principally to an increased use of box and D/F cars.

Southwest District: After getting off to a poor start, lettuce loading from the new Willcox District came along surprisingly well. Movement lasted through November 10th exceeding estimate both in quantity and length of season. Salt River, Yuma and Imperial lettuce seasons were all late in starting. Phoenix District lettuce increased rapidly late in October

reaching peak during week of November 9th. Yuma harvest commenced November 14th; Imperial started the 17th.

Imports from West Coast of Mexico which usually start crossing at Nogales in mid-November will be late in starting this year due to heavy rains, floods and hurricanes during planting and early growing season in the States of Sinaloa and Nayarit. No volume loading is expected from these States until late December or January. Along the Los Angeles Division the lighter than normal Valencia orange crop is in seasonal decline and will be in clean-up stage by end of the month. Fall and winter vegetables are increasing in volume from Oxnard, Guadalupe and Santa Maria areas.

T.& N.O.: Excessive rain and flood conditions also were experienced in Rio Grande Valley damaging seed beds and growing vegetables. Rains were frequent and lasted over a long period so that little farming has been done to date. This will result in a late season in this area. The situation in Uvalde-Eagle Pass territory is normal with good crops in prospect that will offset to some extent the adverse situation in Rio Grande Valley.

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Now that the annual drives for contributions to United Crusades, Community Chests and similar organizations in areas served by PFE are being tallied, reports reach me of the generous responses made by PFE people. On behalf of our Company, I want to use the medium of this News Letter to thank each of you who participated. A helping-hand in the form of contributions to these worthy causes brings real satisfaction and gratification to one's innerself in the knowledge that he or she has lent an assist to our less fortunate neighbors. Am sure each of you who contributed has that heart-warming feeling that only voluntary actions of this kind can generate.

You will be interested in knowing that the generous response of PFE people enabled our Company to be counted among the top in organizations whose employes attained the contribution quotas asked for by the various agencies.

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Man's mind stretched to a new idea never
goes back to its original dimensions.
-Oliver Wendell Holmes

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Chas. Ahern
Vice President & General Manager